

A low-angle photograph of a smiling man in a light blue polo shirt holding a baby. The baby is wearing a white sun hat, a floral dress, and red sandals, and is holding a small blue and white toy. They are standing in front of a yellow building with arched windows and a large palm tree. The scene is bright and sunny, suggesting a warm, tropical environment.

TRANSIT-ORIENTED DEVELOPMENT

New Places, New Choices

IN THE SAN FRANCISCO BAY AREA

*New Places, New Choices:
Transit-Oriented Development
in the San Francisco Bay Area*
November 2006



Association
of Bay Area
Governments



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New Places, New Choices

“Now available for sale or rent in the San Francisco Bay Area: Attractive, affordable homes with modern amenities in vibrant neighborhoods. All units offer excellent public transit access for gridlock-free commutes to employment centers. Convenience is key, with shops, restaurants and retail services just steps away, and walking and biking opportunities galore. Autos are optional, and any savings in gasoline, parking, maintenance and insurance costs are yours to keep. Experience the benefits of a transit-oriented lifestyle at one of the exciting new developments taking shape in Redwood City, San Jose, Pleasant Hill, Jack London Square in Oakland, Richmond, San Francisco, Santa Rosa, Vallejo, Hayward, the San Pablo Avenue Corridor in the East Bay... and in many other locations throughout the region. Come see if this new style of living is the right choice for you.”

Introduction



If broad housing and lifestyle trends could be advertised in the way that individual real estate developments often are, the blurb on the preceding page is how the concept of “transit-oriented development” (TOD) might be pitched to a Bay Area audience. Not that this very real trend requires a hard sell to enlist recruits. Indeed, one of the main points of this publication is to show that more and more people throughout the region are choosing to live in compact communities near public transit. They are making this choice for convenience and affordability, and out of a desire to reduce dependence on the automobile for their routine travel needs. Developers, transit agencies, community organizations, and cities and counties are collaborating on scores of projects throughout the region in recognition of this market demand. At the

same time, regional agencies are taking concrete steps to support this move toward more efficient use of the Bay Area’s land and public-transit infrastructure – both for housing and commercial purposes. It is a movement both well-established and growing, and is poised to pick up even more momentum as our population expands.

Of course, this preference for transit-centered settlement patterns is not yet the dominant trend in the region – freeway-oriented, suburban-style development is still a very strong force. But if transit-oriented development is not yet a mass phenomenon, it is certainly a distinct and rapidly growing market, and one that offers enticing new choices to a growing number of Bay Area residents.

In this publication, we feature 10 representative

transit-oriented developments that were recently built or are in the process of taking shape. We selected these to convey a sense of the diversity and appeal of this style of community-building enterprise, and to give an idea of why someone might choose to live or work in one of these locations. And, make no mistake, it’s the choosing that is most important. Notwithstanding all the substantial merits from a public policy point of view – transit- and land-use efficiency, air quality benefits, health advantages, energy savings and the like – TODs will succeed only when people freely choose to live in them. The urban and suburban dwellers who opt for TODs do so because the developments offer a practical, preferable, more environmentally friendly – and often more affordable – way to live and travel in our increasingly complex Bay Area.

TOD: One Strategy, Many Benefits

What Is Transit-Oriented Development?

Transit-oriented development refers to the clustering of homes, jobs, shops and services in close proximity to rail stations, ferry terminals or bus stops offering access to frequent, high-quality transit services. This pattern typically involves compact development and a mixing of different land uses, along with amenities like pedestrian-friendly streets and parks – much like the many neighborhoods of central cities such as Oakland and San Francisco that developed as streetcar suburbs and walking communities before the automobile.

To be successful, TODs must serve a significant portion of trips by public transit, walking and biking, rather than by private automobile. This does not mean that everyone living in a TOD will necessarily give up owning a car. However, residents are very likely to own

fewer cars and to drive less than residents living farther from transit. So, while TOD residents may not lead car-free lives, they are often freed of their dependence upon cars for everyday mobility needs. For this reason, transit-oriented developments might also be thought of as “driving-optional” developments.

TOD is not a one-size-fits-all phenomenon; it is a flexible form of development adapted to local circumstances. As the examples featured in this publication show, TOD can be focused around specific rail stations or ferry terminals, or spread along a rapid-bus corridor. TOD can be old or new, high-rise or medium-rise. Transit-oriented developments can help transform old parking lots into new and vibrant mixed-use communities, and convert failing shopping centers – or even abandoned “brownfield” sites – into neighborhoods poised to thrive near current or future transit

stations. TOD architectural styles and densities can and do vary by location, and the type of transit that serves the area. TOD can take different forms in each small town, suburban area or big city, but can play a key role in all.

What Does TOD Offer the Bay Area?

The planning principles behind TOD are not new – indeed they represent a return to the development patterns common to older cities throughout the world. Siting homes, jobs, shops and services within walking distance of mass transit hubs was the typical pattern of development as American cities expanded along railroad corridors and streetcar lines in the 19th and early-20th centuries. However, with the rise of the automobile and the construction of the Interstate Highway System came a more suburban style of development, with land uses increasingly segregated over great distances according to their function (industrial, commercial or residential). This more dispersed development pattern remains predominant today.

But as has been clear for some time, this post-World War II pattern of more spread-out, land-intensive and car-focused growth does not meet the needs of all Bay Area residents. Further, the more our road system expands to serve far-flung suburbs, the more difficult and costly it is to maintain. TOD-style development offers many people an appealing lifestyle alternative while also addressing important regional concerns such as housing availability and affordability, mobility, and protection of the environment and public health. Taken together, these factors have helped to fuel the upsurge in interest in TODs.



TOD Benefits: Housing

For Many, TOD Is Right Size, Right Place, Right Price

There is a critical shortage of attractive, affordable places to live in the Bay Area. The shortage of housing threatens the regional economy and exacerbates our transportation problems. Building more townhomes, apartments and condominiums as infill housing in downtowns and around transit hubs can help to increase the supply of affordable housing throughout the region and lessen the pressure to keep expanding ever outward, away from the region's core with its established infrastructure.

Changes in the mix of households in the Bay Area –

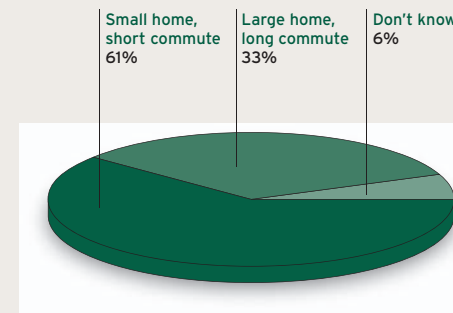
growing numbers of older “empty nesters” and younger dual-income, childless households, for example – favor more compact housing styles. More people want to live in walkable neighborhoods and vibrant downtowns, close to public transit, in settings with more urban amenities. Some want more transportation choices, including better access to public transit; others want to be closer to local restaurants, cafes, and a wide variety of shops and services. Transit-oriented development is well-suited to the needs – and the pocketbooks – of both youthful and aging households, which are expected to increase significantly over the next several decades.



Demand for the TOD Lifestyle

Several surveys suggest that demand for smaller homes close to jobs, shops and services is already strong within the region. A poll conducted by the Public Policy Institute of California in 2004 found that a majority of Bay Area residents would rather live in a small home with a short commute than in a large home with a long commute.

- **Would you choose to live in a small home with a small backyard, if it means you have a short commute to work, or**
- **Would you choose to live in a large home with a large backyard, even if it means you would have a long commute to work?**



In a recent Metropolitan Transportation Commission (MTC) poll, a majority (55 percent) of Bay Area residents also expressed a preference for living in a mixed-use neighborhood where they can walk to stores, schools and services.

TOD Benefits: Mobility

Enhancing Transit Access, Maximizing Transit Assets

Studies have shown that people living or working close to high-quality transit use it with much greater frequency than people farther from transit. According to a recent analysis of the 2000 Bay Area Travel Survey (see page 8), Bay Area residents both living and working within a half-mile of rail and ferry stops use transit for 42 percent of their work trips, while those who both live and work outside of this half-mile range use transit for just 4 percent of their commute trips. Transit use also was found to be higher for non-work trips as well – such as shopping, recreation and medical appointments.

Higher levels of transit use can improve the cost-effectiveness of transit investments, bolster the financial stability of our transit systems and support higher-quality transit – such as more frequent trains and buses. The use of transit for commute trips brings

revenues to the transit system and reduces highway congestion during the peak period, when our highways are at or beyond capacity. Transit use during off-peak periods brings additional revenues to transit agencies at a time when there is often excess passenger capacity available.

These facts are important, because the Bay Area's long-range transportation plans call for public transit to play an increasingly important role in the decades ahead – indeed, 19 new transit expansion projects are being planned across the region at a cost of more than \$11 billion. Since people are far more likely to use these transit systems if they offer convenient access to the places they need to go, it only makes sense to strive to locate more housing, jobs and services within walking distance of transit stations. In short, TOD is one of the most important determinants of whether our Bay Area transit expansions will be cost-effective and financially sustainable over time.



Demand for Housing and Jobs Near Transit

A recent MTC-commissioned study* found that all nine Bay Area counties will experience a significant increase in the demand for housing and jobs near public transit hubs and corridors over the next 25 years. Currently, about 600,000 households in the Bay Area are located within a half-mile of an existing rail transit or bus station. Over the next 25 years, an estimated additional 250,000 households will be seeking transit-oriented homes, an increase of 40 percent. (People living alone and couples without children will generate nearly two-thirds of the demand for housing near transit.) This estimate of potential demand for TOD living is deliberately conservative, including only a very modest increase in consumer preference for this kind of housing; the future demand could be significantly higher – particularly if there is a long-term increase in the price of gasoline.

The same study found that the demand for jobs near transit stations in the Bay Area is also expected to increase significantly. Based on the types of jobs that tend to locate close to transit and the growth in these employment sectors in the Bay Area, demand for employment near transit is expected to increase by 800,000 new jobs, constituting more than 40 percent of all new jobs expected to be created in the region over the next 25 years.

*The study was conducted by the Center for Transit-Oriented Development and Strategic Economics in 2005.

TOD Benefits: Environment

Living and Traveling Lighter on the Land

Improved transit and walking/biking opportunities available through TOD provide individuals with an opportunity to cut back on driving – the largest source of air pollution in the Bay Area – and act on their concerns for air and water quality, climate protection, use of fossil fuels, and the preservation of open space and agricultural land.

In 2002, the Bay Area’s “Smart Growth Strategy” – a landmark, long-range regional visioning effort –

found that promoting transit-oriented development and focusing housing, jobs and retail along transit corridors would preserve as much as 66,000 acres of open space by 2020, compared with current development trends. Such a strategy also would reduce average weekday driving by as much as 3.6 million vehicle miles in 2020, conserving 150,000 gallons of gasoline a day and reducing daily carbon dioxide emissions (the principal greenhouse gas) by 2.9 million pounds per day.

Already, Bay Area households located close to transit

stations make fewer driving trips than do others in the region. Households within a half-mile of train stations and ferry stops log only 20 vehicle miles of travel per day, just 56 percent of the regional average. The fewer trips people make, the fewer the pollution-producing “cold starts” of their cars. These factors combine to result in lower fuel use and lower tailpipe emissions by those households living close to transit – and they also add up to powerfully persuasive evidence of the environmental benefits of TOD in the Bay Area.



Keys to Success for TODs

While successful TODs come in a variety of shapes and sizes, and attention to local conditions and communities is vital, certain factors are generally recognized as important for success. Based on studies to date, the benefits of TOD arise from what are sometimes called the “4 Ds.”

- **Distance** – Proximity to transit is crucial; the closer housing and jobs are to transit, the more often transit is used.
- **Density** – More residents per acre in living areas and greater concentration of jobs in urban centers lead to more walking and transit use.
- **Diversity** – A mix of land uses provides more walkable destinations.
- **Design** – Ideally, TOD connects transit, housing and retail centers with good walking and biking routes in a safe and pleasing environment.

TOD Benefits: Healthier Living



Walking and Cycling Your Way to Better Health

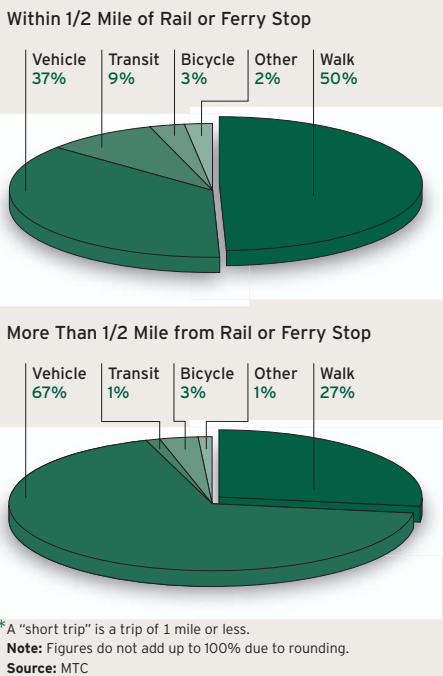
Recent research suggests a link between physical activity and the built environment. In reviewing 50 studies on the subject, the Transportation Research Board concluded in 2005 that land-use patterns, transportation systems and design features are important contributors to levels of physical activity, especially walking and biking. Factors that influence more walking and biking are:

- population, employment and retail density
- diversity and mix of land uses
- close destinations
- grid street networks and sidewalks
- neighborhoods that are well served by transit and walkable

While personal characteristics and preferences play a strong role in how we get around, an appealing built environment can encourage walking and biking. Even people without a predisposition for walking will walk to more destinations in urban areas than will similarly minded people in more suburban areas. And people will walk more if there are useful destinations nearby. MTC analyses show that people who live close to transit walk for far more of their trips – especially short trips – than do people who live farther from transit. (See pie charts this page.)

For walking to catch on, planners and developers need to pay attention to the safety of the environment – through safe sidewalks, crosswalks and streets. And extra consideration needs to be given to older people and younger people, who make up a significant proportion of the walkers in most neighborhoods. The appeal of bicycling also hinges on safety in the form of on-street bike routes, off-street bike paths and secure bicycle parking.

People who live close to transit walk for more of their short trips.*

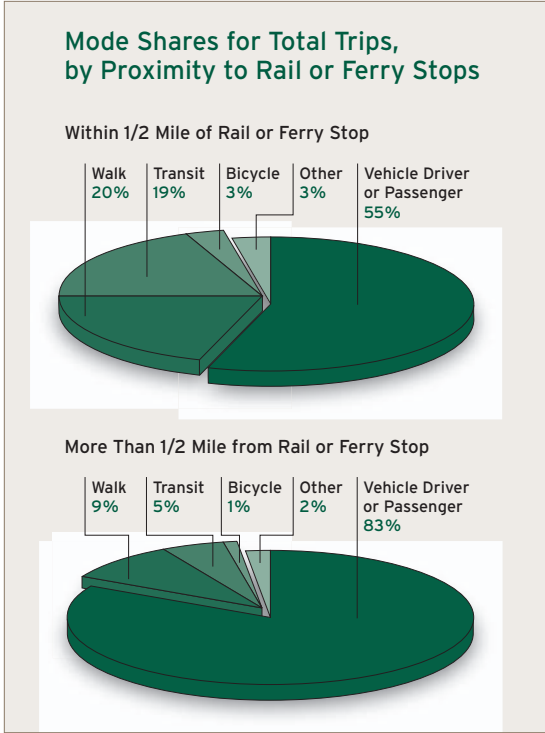


Measuring the Benefits of TOD

Using data gathered from over 15,000 households, the Metropolitan Transportation Commission conducted an in-depth analysis of the travel behaviors of Bay Area residents who live in close proximity to rail and ferry stops in the region. The results, contained in *Characteristics of Rail and Ferry Station Area Residents in the San Francisco Bay Area: Evidence from the 2000 Bay Area Travel Survey*, published in September 2006, clearly indicate that those living (and working) close to rail and ferry transit stops use transit, walk and bike much more than people living farther from these facilities.

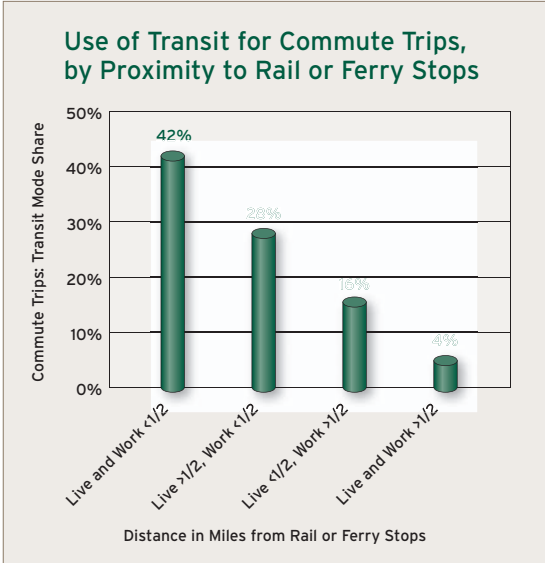
The study does recognize that “self-selection,” or the tendency for individuals with a high propensity for using transit to live in TODs, may also be a factor in these travel behaviors. Still, the study concludes that: “Whether being near rail/ferry transit simply allows people who prefer to drive less that personal choice, or whether it creates a greater interest in such travel options, this research demonstrates that policies to support transit-oriented development hold promise as one important tool, among others, in addressing congestion, transit usage, non-motorized travel, and air pollution in the Bay Area.”

Here we spotlight some of the study’s key findings, which provide a kind of rough gauge to measure the potential benefits of individual TOD projects.



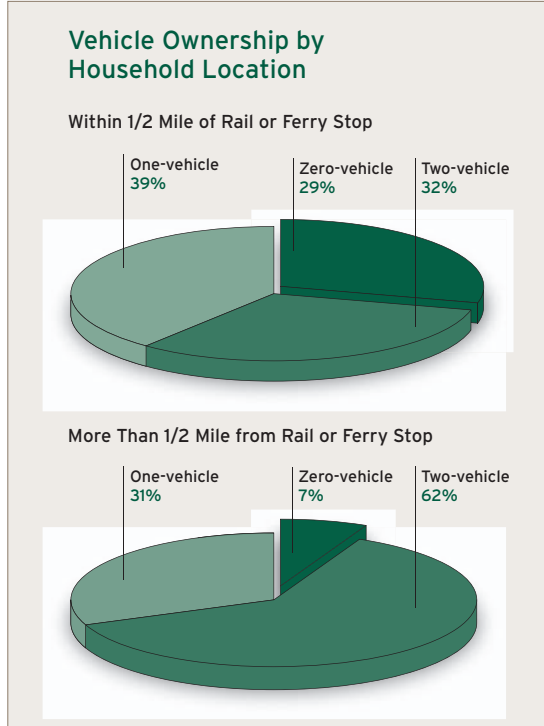
Proximity Matters

Bay Area residents who live within a half-mile of rail or ferry stops are four times as likely to use transit, three times as likely to bike, and twice as likely to walk as are those who live at greater distances.



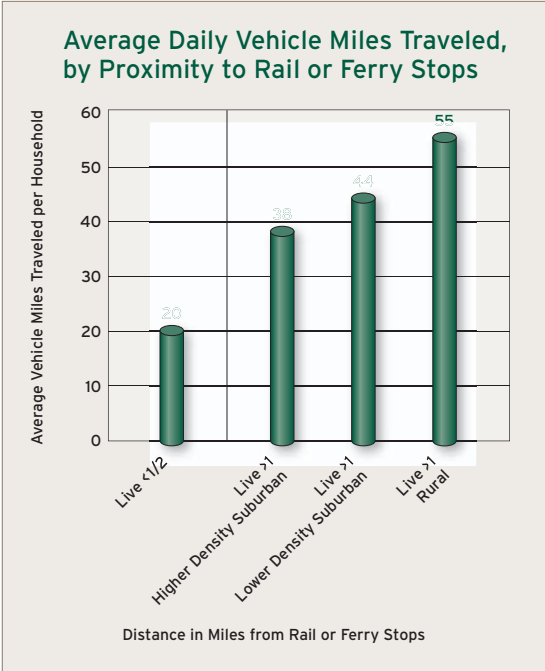
Transit Favored for Commute

People who both live *and* work close to transit use it extensively to travel to their jobs. Individuals living and working within a half-mile of rail stations and ferry terminals use transit for 42 percent of their work commute trips, while people who neither live nor work within a half-mile of such facilities use transit for only 4 percent of their work commute trips.



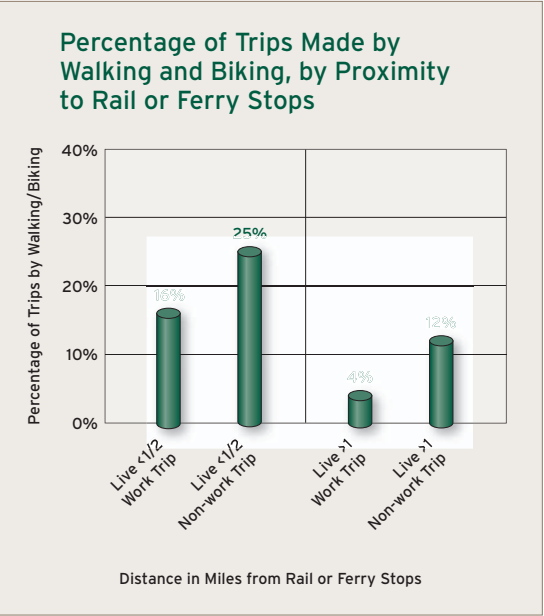
Fewer Cars Owned

Almost 30 percent of households within a half-mile of rail or ferry stations do not have a car – they are “zero-vehicle households.” This means that fewer parking spaces are needed in these areas, allowing more land to be used for housing, parks, amenities and local-serving retail.



Less Driving

People living close to transit log fewer miles in the cars they do own – these households produce about half of the vehicle miles of travel of their suburban and rural counterparts. This dramatically reduces the level of air pollutants and congestion per household.



More Walking and Biking

People living close to transit also walk and bike for far more of their trips. Those who live within a half-mile of rail and ferry stops walk or bike for 16 percent of their work trips and 25 percent of their non-work trips, adding a vibrant presence on local streets and supporting a healthy lifestyle. This compares with 4 percent and 12 percent walk/bike rates for people farther from transit for work and non-work trips, respectively.

The Challenges for TOD



Fulfilling TOD's Promise Will Take Careful Planning

While TOD offers housing, travel and living options and opportunities, it also presents its own set of challenges. Mitigating or eliminating these stumbling blocks will require thoughtful and coordinated planning and implementation. Issues include the following:

- Higher-density developments may cause local traffic congestion, if not properly planned. To minimize traffic impacts, the travel alternatives must be safe, convenient and affordable, and amenities such as grocery stores and restaurants must be developed in concert with new housing and offices.
- TODs are more complicated for developers to achieve in terms of financing and marketing, since they do not fit the real estate model that has been

most commonly used in the last few decades. They also require more complex and integrated planning, and early and frequent participation by the public, community groups and transit agencies.

- TOD can accelerate gentrification. High demand for TOD living tends to drive up prices for market-rate units, sometimes resulting in prices significantly higher than the surrounding area. While the inclusion of some below-market rate housing can help mitigate this effect, additional efforts to minimize displacement of existing residents and businesses may also be needed.
- Existing urban areas may not have sufficient infrastructure – including water, electricity, sewers, schools and parks – to serve a larger population, and may need to invest in additional facilities. (With

respect to schools, of course, it is not just the physical adequacy but the quality of the schools that matter. Urban areas with perceived deficiencies in local school quality can find it difficult to attract families with school-age children, for whom school quality is often a decisive factor in choosing where to live.) As to physical infrastructure, it is usually less expensive to upgrade public facilities and utilities in existing urbanized areas than to invest in new infrastructure to support sprawl-type development at the urban fringe.

- Some possible TOD sites in the Bay Area may be located near abandoned industrial sites, freeways or busy arterials, and other sources of pollution. All potential hazards must be adequately addressed before development can occur at these sites.

Moving Forward

Supporting TOD at the Regional Level

While the lead role in planning and building TOD belongs to cities, developers and transit agencies, regional agencies also have a crucial role to play. The Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District (BAAQMD), the Bay Conservation and Development Commission (BCDC) and the Metropolitan Transportation Commission (MTC) have joined together to advance the concept of transit-oriented development. All of these agencies agree that TOD is a vital piece of our future as a livable region.

TOD is at the heart of a regional growth strategy unveiled in 2002 emphasizing compact development patterns that focus growth in downtowns, town centers and along the region's transit corridors. This "Smart Growth Strategy" was developed by the

regional agencies mentioned above with the input of more than 2,000 Bay Area residents who participated in a series of workshops held throughout the region. (See Appendix A, page 36.)

In keeping with the Strategy, ABAG has developed a program to promote transit-oriented development along multimodal corridors, and particularly heavily used bus corridors. Targeted corridors in the East Bay include San Pablo Avenue and International Boulevard/East 14th Street through Oakland and San Leandro. On the Peninsula, ABAG is focusing on El Camino Real through San Mateo and Santa Clara counties. The goal is to revitalize the corridors and transform them into "grand boulevards" with new housing, shops, eateries and jobs all served by state-of-the-art rapid bus lines and other transit.

Also in support of the Strategy, MTC in 2005 adopted

a ground-breaking policy requiring TOD as part of the planning requirements for new Bay Area transit extensions receiving regional discretionary funds. (See Appendix B, page 38.) The policy affects some \$11 billion in transit investments over the next 25 years. Concurrently, MTC has initiated a grant program to help local governments map out plans for housing, shops and offices in the vicinity of stations along future transit routes. MTC's longstanding Transportation for Livable Communities Program and Housing Incentive Program grants likewise have been important catalysts in revitalizing communities and fostering TOD-style projects.

Acting together as the Joint Policy Committee, the regional agencies also have launched a major initiative to refine and update the 2002 Smart Growth Strategy. Known as "Focusing Our Vision," the effort is engaging local governments and other stakeholders in building consensus around the creation of regional priority areas for housing and other infill development. Another goal is to identify open space and other priority conservation areas deserving of protection from future development.

Taking TOD to the Next Level: How You Fit In

Whether you are a resident looking for your next home, a developer wanting to tap into the demand for homes and offices next to transit, or a local official or community advocate working to revitalize your city, there is a role for you to play in making TOD the lifestyle of choice in the Bay Area. For details on how you can get involved, consult the agency Web sites listed at the back of this report.



Profiles of 10 Bay Area TOD Projects

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- 33 Vallejo – Downtown/Waterfront

The Appeal and Diversity of Bay Area TOD

In pockets around the region, TOD is leaping off the pages of planning text-books and manifesting in the real world. From Vallejo and Santa Rosa in the North Bay to San Jose in the South Bay, and San Francisco in the West Bay to Oakland and Pleasant Hill in the East Bay, TOD is combating long commutes and traffic, revitalizing neighborhoods, and fostering a more convenient lifestyle while also addressing the region’s chronic housing shortage, particularly in the realm of affordable housing. In this section we profile 10 Bay Area projects that illustrate the variety – and the appeal – of the TOD development pattern. Using words, maps and photos, we spotlight a few of the many new places offering new choices to the region’s residents.



DOWNTOWN Hayward

Residents of new housing units in downtown Hayward are six times more likely to commute regularly by transit (38 percent) than residents citywide (6 percent).



Downtown Hayward has achieved a good balance of commercial, residential and civic development – all transit-oriented

In the early 1990s, downtown Hayward was home to many struggling businesses and empty parking lots. After a decade of steady commercial and residential development, including over 700 new housing units, the streets and sidewalks of the area around Hayward BART have come back to life.

The transit-oriented development of downtown Hayward has been a collaborative effort. The city of Hayward's *Core Area Plan* (1992) set the stage for growth, while BART and the Hayward Redevelopment Authority exchanged land to facilitate projects adjacent to the station.

All parties recognized the need to balance development of commercial, residential and civic land uses in the downtown core area. Today, a new city hall and public plaza (1998), streetscape improvements, and retail and residential development show that this objective has largely been achieved.

Residents of Hayward's new transit-oriented housing are now just a short walk away from a full-service supermarket, drugstore and a variety of new shops, in addition to local retail institutions such as Hayward Ace Hardware. Nighttime dining and entertainment options also will soon be within reach of BART riders and downtown residents when Cinema Place opens in 2007.

In addition to reviving downtown, the new development near Hayward BART has boosted transit rider-

ship. Residents of these transit-oriented housing units commute by bus and rail at a rate nearly six times higher than the citywide average.

The next generation of transit-oriented development is planned for the industrial lands of the Cannery Area, west of downtown. Development there is expected to bring 850 additional housing units, including 127 affordable units within walking distance of both the Hayward Amtrak and BART stations. Residents will be well served with a new elementary school and an expanded Cannery Park. The combination of schools, civic facilities, parks and family entertainment venues demonstrates that transit-oriented developments are not just for young professionals and "empty nesters," but can become complete, family-friendly communities.



Hayward – Downtown

Transit:

- **Hayward BART Station:** BART; AC Transit
- **Hayward Amtrak Station:** Capitol Corridor rail service; AC Transit

Development highlights:

- **Atherton Place:** 83 units (Sares-Regis Homes, 1995)
- **Pinnacle City Centre Apartments:** 192 units (Legacy Partners, 2000)
- **City Walk:** 77 townhomes (The Olson Company, 2003)
- **Renaissance Walk:** 46 condos (22 affordable) (The Olson Company, 2004)
- **Studio Walk:** 70 lofts (Ryland Homes)
- **Grand Terrace Apartments:** 235 townhouses (Pulte Homes)

Amenities:

- New streetlights, signalized crosswalks, sidewalk landscaping and street furniture on B Street retail corridor linking BART to the downtown core
- New city hall and public plaza (1998)
- New Albertson's supermarket/Sav-On drugstore (2002)
- Hayward Ace Hardware store
- Newman Park and Giuliani Plaza
- Saturday Farmers' Market at B Street and Main

Planning:

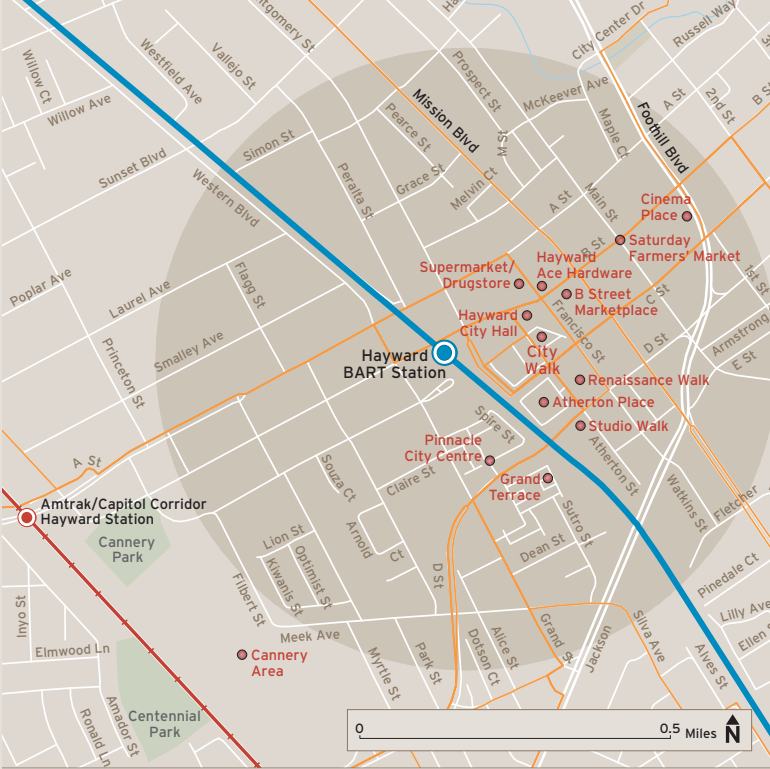
- *Hayward Core Area Plan* (1992)
- *The Cannery Area Design Plan* (2001)
- *Hayward General Plan* (2002)

Innovations:

- City provides rebates for façade improvements on B Street and other pedestrian corridors
- Shared parking structure for city hall and downtown retail, lined with ground-floor retail on B Street

Future development:





- **Cinema Place:** Entertainment complex (2007)
- **Cannery Area:** Mixed-use development with 850 residential units (127 affordable); planning entitlements have been approved for 735 of these units
- **New Burbank Elementary School** (2008)
- **Expanded Cannery Park** (2008)
- **Offices** planned for 0.75 acre parcel west of city hall
- **Senior housing complex** with 60 units combined with new offices for nonprofit developer Eden Housing



DOWNTOWN

Hayward

Legend

-  BART Line and Station
-  Amtrak/Capitol Line and Station
-  Bus Line
-  Project/Amenity





JACK LONDON SQUARE Oakland



Jack London Square is evolving into a transit-accessible, 24-hour, urban residential neighborhood

Situated on the Oakland waterfront between Oak and Clay streets, Jack London Square was the original home of the Port of Oakland. In the 1960s, the Port moved its main functions to container terminals in the outer harbor, and in the 1970s, a major redevelopment project brought offices, hotels, shops and restaurants to Jack London Square. The area's central location draws customers from throughout the Bay Area to dining and entertainment venues such as Yoshi's jazz club and the Jack London Cinema.

During the dot-com boom of the 1990s, residents began to settle in larger numbers near Jack London

Square, drawn by the area's proximity to downtown Oakland offices and excellent regional transit connections. This pattern continues today. Much of the area is within walking distance of both the Lake Merritt BART Station and the C.L. Dellums Amtrak Station, which provides Capitol Corridor commuter train service to San Jose and Sacramento, as well as Amtrak intercity rail, and local AC Transit bus connections. Nearby, at the foot of Clay Street, Alameda/Oakland ferries depart for 13 daily roundtrips to the Ferry Building in San Francisco.

Prior to 2000, most residential development in the area involved the renovation and conversion of old warehouse buildings into condominiums and flexible live/work spaces designed to accommodate an influx

of professionals and home-based Internet entrepreneurs. Since that year, 1,000 additional residential units have been built, mostly loft-style apartments and condominiums in newly constructed, mixed-use buildings clustered tightly around the C.L. Dellums Amtrak Station.

More condos and loft apartments are planned for Jack London Square, along with regional attractions such as the California Harvest Hall, a public market and culinary exhibition center to be located near the train station. All of this development, including new retail stores, offices, condos and entertainment venues, will benefit from good regional transit connections, as well as plans to enhance public access to the waterfront via the San Francisco Bay Trail.



Oakland – Jack London Square

Transit:

- **C.L. Dellums Amtrak Station:** Capitol Corridor rail service; Amtrak Coast Starlight & San Joaquins; AC Transit
- **Oakland Ferry Terminal:** Alameda/Oakland Ferry; AC Transit
- **Lake Merritt BART Station:** BART; AC Transit

Development highlights:

- **Fourth Street Lofts:** 37-unit warehouse conversion (1992)
- **Brick House Lofts:** Warehouse converted to 13 for-sale live/work units and ground-floor retail/office (Horizon Pacific, 1999).
- **New Market Lofts:** Former Safeway headquarters and warehouse building converted to 46 live/work units and four office condos (Urban Bay Properties, 2001)
- **Aqua Via:** 100 apartments in nine-story Art Deco building (Embarcadero Pacific and Urban Development, 2006)
- **The Sierra:** 229 residential units and two levels of retail and live/work space in a 12-story building (Crescent Heights, 2003)
- **The Landing:** 282 apartments in a multiple-building site at Alice Street and Embarcadero (Legacy Partners, 2001)
- **The Allegro:** Five-story, 312-unit rental project at 240 Third Street (SNK Development, 2001)

Amenities:

- Sunday Jack London Square **Farmers' Market**
- **Jack London Cinema**
- **Waterfront restaurants and cafes**
- **Nightclubs** including Yoshi's at Jack London Square
- **Proximity to downtown Oakland offices and retail**

Planning:

- *Land Use and Transportation Element, Oakland General Plan* (adopted 1998)
- *Oakland Estuary Policy Plan* (adopted 1999)

Innovations:

- **Adaptive reuse** of light industrial and warehouse buildings for residential and live/work purposes

Future development:

- **200 Second Street:** 74 condos and live/work units, retail space in six-story structure (Metrovation, 2006)
- **288 Third Street:** 91 for-sale units in new six-story warehouse-type building under construction (Signature Properties, 2007)
- **Jack London Square Phase II:** New office building, multi-theater cinema, hotel/conference center and California Harvest Hall – a new public market, culinary school and chefs' hall of fame (Jack London Square Partners, LLC)



JACK LONDON SQUARE Oakland

Legend

- BART Line and Station
- Amtrak/Capitol Line and Station
- Ferry Terminal and Route
- Bus Line
- Trail
- Project/Amenity





CONTRA COSTA CENTRE
Pleasant Hill
 TRANSIT VILLAGE



In the heart of suburban Contra Costa County lies one of the Bay Area's most successful TOD projects

Pleasant Hill was the first suburban BART station to see significant development activity in the 1970s and 1980s. The Contra Costa County Redevelopment Agency (CCCRA) acquired and assembled parcels of land for large-scale redevelopment around the perimeter of the BART parking lots. By the mid-1990s, the Pleasant Hill Station area had emerged as a major employment center and activity node, with 1.5 million square feet of office space rented by companies such as Vodafone, Nextel Communications and Bank of the West, while some 1,200 housing units established a strong residential presence.

The second generation of transit-oriented development in the late 1990s brought new amenities to Pleasant Hill, along with additional office and residential development, including the Coggin Square affordable housing project. New streetlights, landscaping and public art enlivened pedestrian corridors leading to the BART station, including the improved Iron Horse Trail, which links cyclists and pedestrians to cities north and south.

While development proceeded around the station site, controversy stalled the original plan to construct a mixed-use town center on the BART parking lots. To develop a consensus plan for this highly accessible site, CCCRA, BART and the developers involved stakeholders in a six-day charrette planning process in

2001. The resulting design guidelines and *Final Development Plan* (2005) are guiding current development activities at what is now called Contra Costa Centre Transit Village. Construction is under way, and when it is complete in 2010, the transit village will include several mixed-use buildings up to 12 stories in height clustered around a new pedestrian plaza located just outside the BART fare-gates.

A survey of residents from several developments close to Pleasant Hill BART found that 45 percent commuted by transit. Planners are hopeful that the transit usage of new employees and residents of the transit village will match this rate, providing further evidence that transit-oriented development can help improve access while reducing traffic congestion and pollution.



A survey of residents from several developments close to Pleasant Hill BART found that 45 percent commuted by transit.



Pleasant Hill – Contra Costa Centre Transit Village

Transit:

- **Pleasant Hill BART Station:** BART; Benicia Breeze; County Connection; Fairfield-Suisun Transit; Livermore Amador Valley Transit (Wheels)

Development highlights:

- **Vodafone Plaza:** 200,000-square foot office building with ground-floor restaurant (Taylor Widrow, 1991)
- **Iron Horse Lofts:** 54 market-rate townhouses (Holliday Development, 2001)
- **Coggins Square:** 87 units of affordable housing adjacent to Iron Horse Lofts (Bridge Housing, 2001)

Amenities:

- **The Iron Horse Trail:** Bicycle/pedestrian path connects to Martinez, Concord, Walnut Creek and San Ramon
- **Major employers:** Bank of the West, John Muir/Mt. Diablo Health, Nextel Communications, Vodafone
- **Embassy Suites Hotel**

Planning:

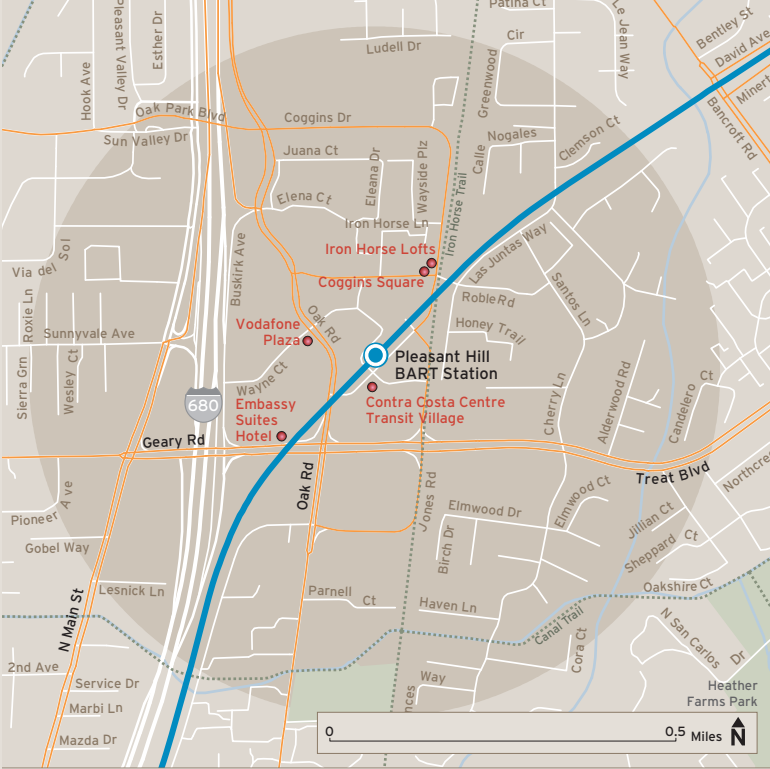
- *Pleasant Hill BART Station Area Specific Plan* (1983)
- *Pleasant Hill BART Redevelopment Plan* (1984)
- *Pleasant Hill BART Specific Plan* (as amended in 1998)
- *Pleasant Hill BART Station Property Regulating Plan* (2002)
- *Pleasant Hill BART Final Development Plan* (2005)

Innovations:

- **Formation of a Joint Powers Authority** (Pleasant Hill Leasing Authority) by BART, the Contra Costa County Redevelopment Agency and Contra Costa County to manage negotiations with private developers
- **Innovative land lease:** BART property leased to developers for 100-year term
- **Collaborative charrette planning process** used to involve stakeholders and develop consensus plan

Future development:

- **Contra Costa Centre Transit Village** will include 209,000 square feet of offices, a 20,000-square foot convention center, over 35,000 square feet of retail space and over 550 housing units (20 percent affordable). (Pleasant Hill Transit Village, LLC, a consortium of Millennium Partners and Avalon Bay Communities)
- **Affordable housing** on Las Juntas Swim Club parking lot, east of BART station (Contra Costa Co. Redevelopment Agency)



CONTRA COSTA CENTRE Pleasant Hill TRANSIT VILLAGE

Legend

- BART Line and Station
- Bus Line
- Trail
- Project/Amenity





DOWNTOWN

Redwood City

"Much of the work we've done is [public] education... emphasizing that it's really all about design, not density."
 – Susan Moeller,
 Redwood City Redevelopment Manager



Planners in Redwood City are hoping to attract movie patrons and concert-goers from all over the Bay Area

"We have the potential to be the nighttime entertainment capital of the Peninsula," says Redwood City Redevelopment Manager Susan Moeller. While other cities plan office and residential development near transit, Redwood City is building a transit-oriented destination by leveraging the assets of its lively and historic downtown.

The city is well on its way to fulfilling this ambitious vision, as downtown residents and merchants eagerly await the fall 2006 opening of a 20-screen cinema complex near the popular Fox and Little Fox Theaters. With these marquee entertainment venues,

bars, restaurants and cafes all located within walking distance of the Caltrain station, city leaders hope to entice people from throughout the Bay Area to leave their cars at home and take the train to celebrate a "night on the town" in Redwood City.

Regardless of how they get downtown, people are encouraged to walk from place to place once they arrive. Broad tree-lined sidewalks, with ample room for window shoppers and outdoor diners, line major retail streets like Broadway and Middlefield Road. Two new pedestrian plazas and the existing City Center Plaza – which officials tout as the city's "outdoor living rooms" – provide yet more space for public gathering, outdoor entertainment and civic functions.

The strong employment base and growing nightlife have increased the attractiveness of Redwood City for residential development. Over 350 new housing units have been built near the Caltrain station in recent years. However, with the rising premium on land, developers can no longer afford to build new housing, unless they are able to build at least eight stories high.

Recognizing that the prospect of residential towers might alarm neighbors, the city embarked on a proactive campaign to educate and involve residents early in the development planning process. Planners hosted a series of neighborhood workshops, employing visual aids to demonstrate that, with good design, higher-density development can have a place in downtown Redwood City.



Redwood City – Downtown

Transit:

- **Redwood City Caltrain Station:** Caltrain; SamTrans
- **El Camino Real:** SamTrans

Development highlights:

- **City Center Plaza Apartments:** 139 affordable units with ground-floor restaurants (Mid-Peninsula Housing Coalition)
- **Franklin Street Apartments:** 206 units (30 affordable) above retail space (Irvine Apartment Communities, 2002)
- **Montgomery Village:** Apartments under construction (First Community Housing)
- **On Broadway:** 20-screen movie theater with 85,000 square feet of ground-floor restaurant and retail space (John Anagnostou/Broadway Entertainment, LLC, 2006)
- **Le Coeur de la Ville** (formerly Tuscan Towers): 21 affordable townhomes; another 88 units proposed (Habitat for Humanity)

Amenities:

- **City Center Plaza** just east of city hall
- **Theatre Way:** new pedestrian-priority promenade
- **Courthouse Square**
- **Post Office Paseo** linking surface public parking with the new cinema block, and expanding outdoor dining venue
- **Fox and Little Fox Theaters** on Broadway
- **Whole Foods Market**
- **Sequoia Station** retail center includes supermarket, café, drugstore and other conveniences

Planning:

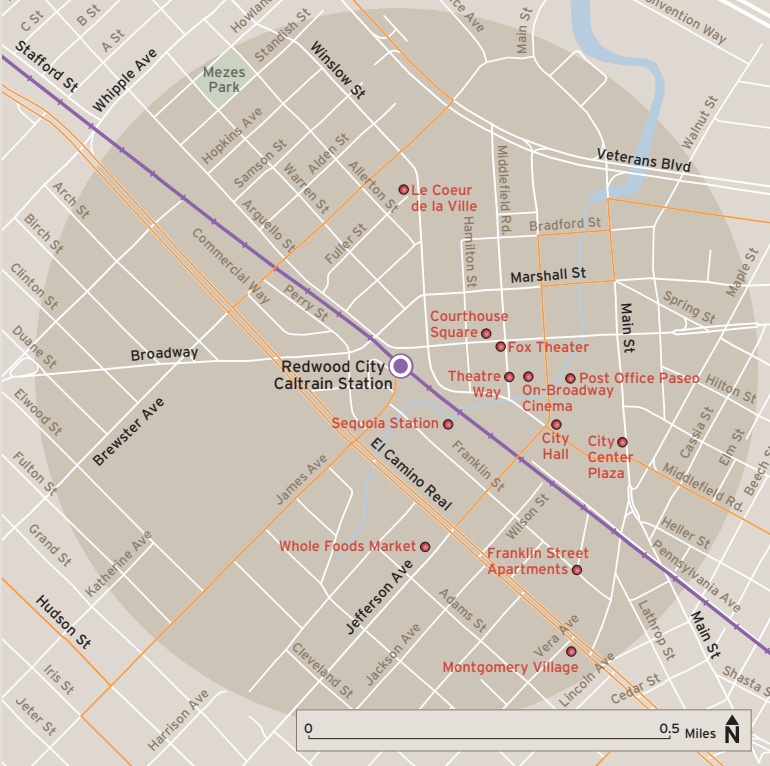
- *Redwood City General Plan* (2001, update in progress)
- *Downtown Area Plan* (introduced 2001)
- *Redwood City Downtown Precise Plan and Program EIR* (due for adoption in early 2007)

Innovations:

- **Parking management strategy** with on-street and off-street parking rates that vary by location and time of day
- **Tax credits for rehabilitation of landmarks** in Main Street Historic District
- **Sidewalk Café Design Guidelines** encourage outdoor dining, adding vitality to downtown streets.

Future development:

- **Downtown Precise Plan** proposes higher density with 8- to 12-story residential and mixed-use development considered in downtown core and east side of El Camino Real between Brewster and Maple.



DOWNTOWN

Redwood City

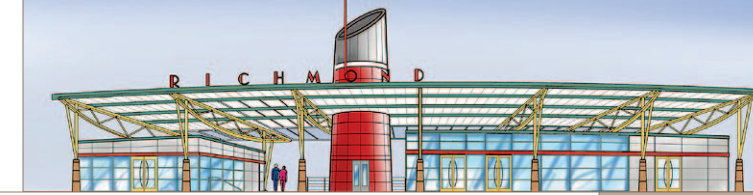
Legend

- Caltrain Line and Station
- Bus Line
- Project/Amenity





TRANSIT VILLAGE Richmond



"Our household has cut down car use by half since we moved here."
— Resident of Richmond's Metro Walk development



Transit accessibility is a strategic asset in this economically disadvantaged East Bay location

Richmond Transit Village, the new community under construction adjacent to the Richmond BART/Amtrak Station, is a quintessential "new urbanist" development. From its location to its layout, design and impact, everything about the Village reflects its transit and pedestrian orientation.

Residents of Metro Walk, the completed first phase of the transit village, can walk across Nevin Plaza to Richmond Station in just two minutes to catch trains or buses to destinations throughout the Bay Area and Northern California. Currently being renovated,

the station is also a bus hub for AC Transit and Golden Gate Transit.

Future phases of the transit village will add more townhouses, bungalows and live/work lofts, while retail stores will be located in the southwest quadrant of the site in order to revitalize Macdonald Avenue and the city's historic commercial core.

There were many challenges to development in this location, including neighbors' skepticism of urban renewal, as well as the area's economic difficulties and reputation for crime. To overcome these challenges, the city's redevelopment agency hired consultants to lead public involvement, analyze development feasi-

bility at the site and aggressively market their request for developer proposals.

Although it is still under construction, the Richmond Transit Village is already having an impact. One block west of the Village, a mixed-use project is under development. Most importantly, the transit orientation of the Richmond Transit Village is achieving results. Over 90 percent of residents surveyed report that proximity to transit was an important part of their decision to move to the area. These residents are modifying their travel behavior in turn. "Our household has cut car use by half since we moved here," stated one resident who appreciates the convenience of living near quality transit service.



Richmond – Transit Village

Transit:

- **Richmond Station:** BART; Amtrak/Capitol Corridor; AC Transit; Golden Gate Transit

Development highlights:

- **Metro Walk:** Phase I of the Richmond Transit Village; includes 132 owner-occupied townhouses (The Olson Company, 2004)

Amenities:

- **Station upgrades:** New elevators, platforms, canopies and bus transfer center (under construction)
- **Neighborhood park** at center of Metro Walk complex
- **Nevin Plaza** and walkway links station to Metro Walk and the rest of downtown Richmond
- **Nearby offices** of Kaiser Permanente

Planning:

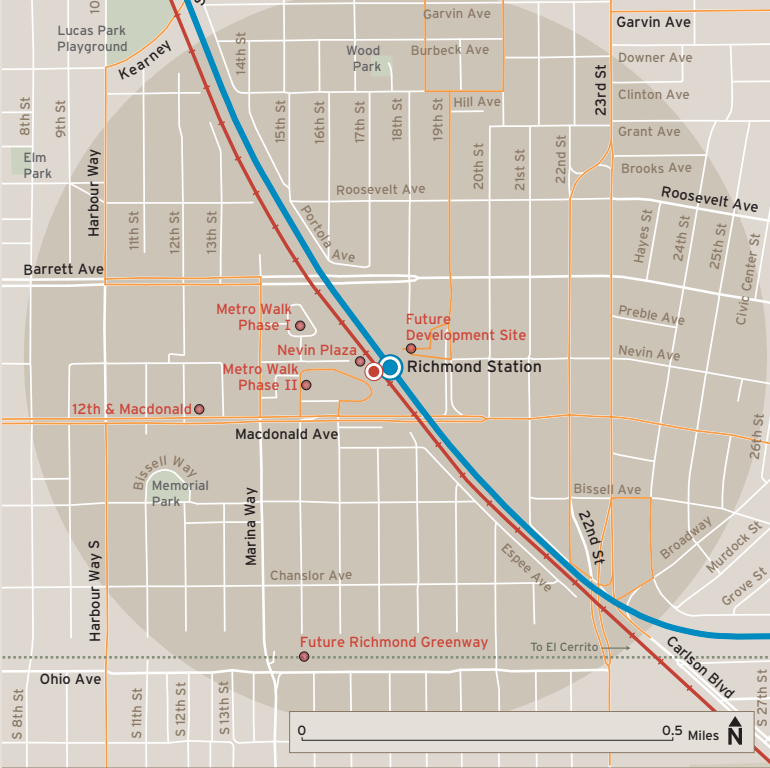
- **Calthorpe Associates’ plan** for the Richmond Transit Village won a design competition sponsored by BART and the Richmond Redevelopment Agency.

Innovations:

- **Development on transit agency property** (BART parking lots)
- **Use of design competition** to develop site plan






Future development:

- **Phase II of Metro Walk at the Richmond Transit Village** will include an additional 100 units and will bring 27,000 square feet of commercial retail space to the site, with 6,000 square feet fronting on the historic Macdonald Avenue commercial corridor.
- **12th and Macdonald:** A new mixed-use project (under development by AF Evans) one block west of the transit village will have 238 condominiums and 20,000 square feet of ground-floor retail space.
- **Richmond Greenway** bike path (under development) will link downtown Richmond with the Ohlone and Bay Trails.



TRANSIT VILLAGE Richmond

Legend

-  BART Line and Station
-  Amtrak/Capitol Line and Station
-  Bus Line
-  Trail
-  Project/Amenity





THIRD STREET CORRIDOR San Francisco



"The Third Street corridor clearly demonstrates that there is no one-size-fits-all approach to transit-oriented development."

*Jose Luis Moscovich, Executive Director,
San Francisco County Transportation Authority*



Muni's new 5.4-mile-long light-rail line reconnects and revitalizes a key city corridor

"I can't wait for the trains to roll," says John Colon, a resident of Visitacion Valley, near the southern terminus of San Francisco Muni's Third Street Light Rail Project, which is due to begin service in 2007. While the new rail line will speed Colon to his job in the Bayview and reconnect the eastern neighborhoods to the rest of San Francisco, it represents more than just a transportation improvement. The Third Street project has magnified development concerns and opportunities, which vary significantly up and down the corridor, along with community priorities. "The Third Street corridor clearly demonstrates that there

is no one-size-fits-all approach to transit-oriented development," says San Francisco County Transportation Authority Executive Director Jose Luis Moscovich.

In Mission Bay, at the northern end of the rail line, a new urban neighborhood is emerging alongside the tracks. The undeveloped 303-acre site presented planners with a unique opportunity to develop a high-density, transit-oriented urban neighborhood from scratch. Today, a new research campus of the University of California/San Francisco is up and running, and over 1,000 housing units have been built. At full build-out, more than 10,000 residents and 31,000 employees will live and work in Mission Bay, all within walking distance of Muni's Third Street light-rail line.

A different approach is required in the southern end of the corridor. The challenge in these neighborhoods is to provide new, affordable housing choices through renovation of existing buildings and targeted development of vacant lots, without displacing longtime residents and businesses. The city is supporting this effort by providing low-interest building renovation loans to businesses and homeowners.

For these under-served neighborhoods along Third Street, the transportation investment and transit-oriented economic development associated with the new Muni rail line are long overdue. In the words of Moscovich, "This project is about repaying a debt. We are helping a neighborhood catch up with the rest of San Francisco."



San Francisco

Transit:

- Phase I adds 5.7 miles to the Muni Metro System, with 18 new stations between 4th and King streets and Visitacion Valley.
- Connects to Caltrain at its depot in San Francisco, and to BART, Muni buses and other Muni trains at Market Street.
- Phase II will extend the Third Street line north to Union Square and Chinatown, via a new Central Subway.

- **Mission Bay:** 1,224 new housing units and portions of the University of California/San Francisco (UCSF) campus completed to date (Catellus Development Corporation)
- **Bayview Commons:** 29 apartments for very-low-income families (San Francisco Housing Development Corporation, 2002)

- **New Oakdale-Palou Triangle public plaza and enhanced pedestrian connections to the Oakdale Station**
- **Bayview Opera House & Ruth Williams Memorial Theater**
- **UCSF biomedical research campus in Mission Bay**
- **San Francisco Giants Ballpark in China Basin**
- **New Mission Bay Branch Library**

- *Mission Bay Redevelopment Plan* (1998)
- *Bayview/Hunters Point Community Revitalization Concept Plan* (2000)
- *Better Neighborhoods Plan for the Central Waterfront* (2002)

- **Light rail is part of the economic development strategy** for San Francisco's eastern neighborhoods, along with streetscape and façade improvements, and business retention programs.

- **Mission Bay** will include 6 million square feet of office space, 800,000 square feet of retail, 6,000 housing units (1,700 affordable), and 51 acres of parks and open space.
- **Bayview/Hunters Point:** 3,700 new housing units (925 below-market-rate) proposed in redevelopment area.
- **Better Neighborhoods Plan for the Central Waterfront** allows between 1,100 and 1,400 new housing units near Third Street.
- **Schlage Lock Redevelopment:** 800 housing units (15 percent affordable) and 100,000 square feet of retail, including a grocery store proposed for site near the Third Street Light Rail terminus in Visitacion Valley

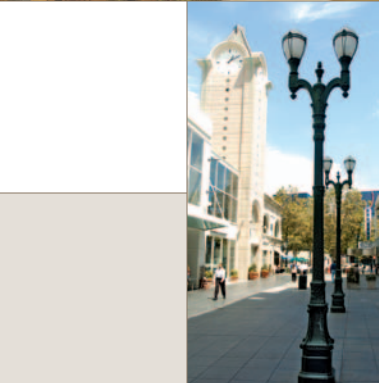




DOWNTOWN San Jose



Residents of downtown San Jose can walk to transit, parks, jobs, classes at the downtown campus of San Jose State University, and a growing array of entertainment options.



Long known as a sprawling, car-dependent city, San Jose is remaking its downtown into the urban heart of Silicon Valley

When the Valley Transportation Authority (VTA) began laying light-rail tracks through San Jose's struggling central business district in the 1980s, planners and civic leaders saw an opportunity to simultaneously rein in suburban sprawl and revive downtown by encouraging transit-oriented development. Their vision and efforts are now paying off.

Over 12,000 housing units have been constructed in transit corridors since the city began implementing recommendations from a 1991 housing study that called for increases in allowable building heights and

densities near rail stations. Much of this growth has occurred along the VTA's light-rail lines in the downtown area. Improved commuter rail service on Caltrain, the Amtrak Capitols and the Altamont Commuter Express – all of which serve the recently renovated Diridon Station on the west edge of downtown – also have added to the area's allure. Meanwhile, the city's Redevelopment Agency has invested more than \$1 billion to improve the infrastructure and services in downtown San Jose.

Transit-oriented redevelopment projects in downtown San Jose include the Paseo Plaza Apartments near Paseo de San Antonio Station, the 101 San Fernando Apartments near Santa Clara Street Station and the Villa Torino complex near the St. James

Station. These mid-rise projects are located within a block or two of the parallel transit malls on First and Second streets and include a significant share of below-market-rate units.

With a critical mass of new downtown residents and amenities, and plans for yet more transit services – including a long-awaited BART connection to the East Bay – San Jose is now attracting investment in higher-profile, transit-oriented development projects. Recent zoning changes have spurred proposals for at least 10 high-rise residential projects, which, if realized, would surely transform the skyline of San Jose, provide new urban housing choices, and fill seats on the growing network of buses and trains serving the Silicon Valley.



San Jose – Downtown

Transit:

- **VTA Light Rail**
- **San Jose Diridon Station:** Caltrain; Altamont Commuter Express; Amtrak/Capitol Corridor

Development highlights:

- **Legacy Fountain Plaza:** 433 apartments (2003)
- **Paseo Plaza Apartments:** 210 apartments with ground-floor retail, near Paseo de San Antonio Station (Goldrich & Kest)
- **101 San Fernando Apartments:** 323 apartments and 10,000 square feet of retail located one block from Santa Clara Station
- **Villa Torino Apartments:** 198 apartments (40 percent affordable) one block north of St. James Park and light rail station
- **Ryland Mews:** 171 for-sale townhouses (25 percent affordable) near Japantown/Ayer Station (Barry Swenson Builder)
- **Park Townsend:** Condominiums at Julian and Market streets, near the St. James Station (Goldrich & Kest)
- **Vendome Place:** Recently completed high-rise development with 106 rental units (Barry Swenson Builder)

Amenities:

- **Paseo de San Antonio** pedestrian walkway
- **San Jose Museum of Art; Tech Museum of Innovation**
- **Parks:** St. James Park, Guadalupe River Park, Plaza Chavez
- **Theaters:** California Theatre; San Jose Repertory Theatre

Planning:

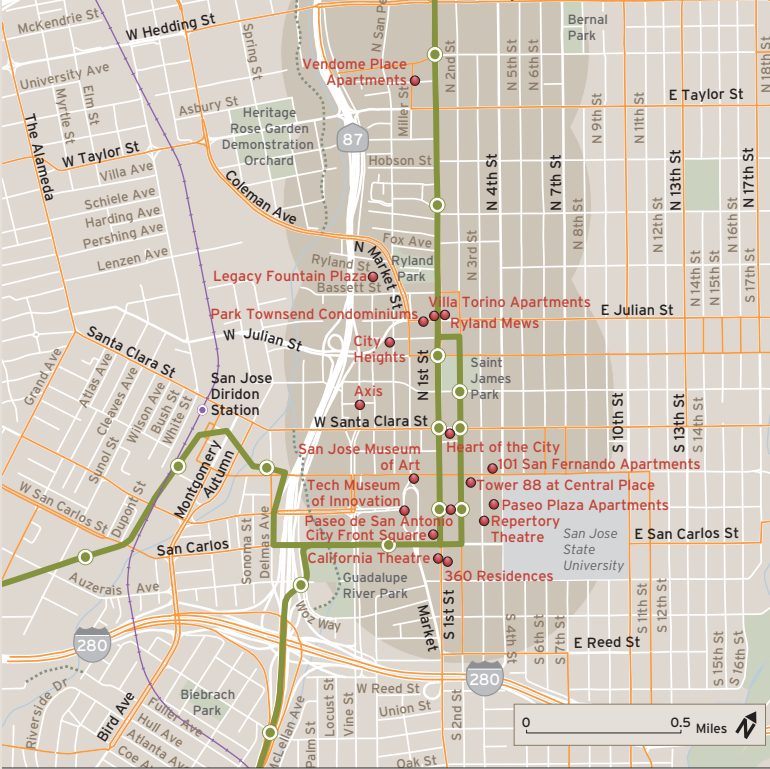
- *San Jose 2020 General Plan* (as amended in 2006)
- *Redevelopment Agency 5-Year Implementation Plan* (2005-09)

Innovations:

- **1989 Housing Initiative Program** encouraged TOD
- **Zoning** amended to allow 55 units per acre near transit

Future development:

- **Tower 88 at Central Place:** 197 condos, gym and 32,000 square feet of retail space (WMS/CIM Group; opening 2009)
- **City Front Square:** Three 25-story condo towers with 659 units (Urban West/Preservation Partners)
- **360 Residences:** High-rise tower with 203 condominiums and 11,000 square feet of retail (Mesa)
- **Axis:** High-rise project with 329 condominiums (Spring Capital Group; opening in 2008)
- **City Heights:** High-rise apartment complex under construction near St. James Station (Barry Swenson Builder)
- **Heart of the City:** 76 units in mixed-use buildings under construction at 2nd and Santa Clara streets



DOWNTOWN

San Jose

Legend

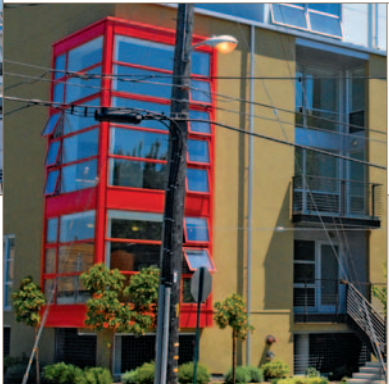
- VTA Light-Rail Line and Station
- Caltrain Line and Station
- Bus Line
- Trail
- Project/Amenity





RAPID BUS CORRIDOR San Pablo Avenue

Since the 1990s, a new pattern of transit-oriented development has emerged along this very busy East Bay thoroughfare.



New “Rapid Bus” service is helping to reinvigorate neighborhoods along the San Pablo Avenue corridor

Stretching 20 miles from downtown Oakland in the south to Hercules in the north, San Pablo Avenue was once an important link in the Key Route network of East Bay streetcar lines. Neighborhoods adjacent to the transit line in Oakland, Emeryville, Berkeley and Albany evolved as streetcar suburbs, with apartment homes and neighborhood-serving retail establishments flanking the corridor.

With the demise of the streetcars after World War II, San Pablo Avenue became a more car-oriented corridor, crowded with gas stations, fast-food restaurants and auto repair shops.

Since the 1990s, however, a new pattern of transit-oriented urban infill development has emerged along this busy thoroughfare. Today, visionary developers and civic leaders are sounding hopeful notes about the future of the corridor, with state Assemblymember and former Berkeley Mayor Loni Hancock citing the potential of transit-oriented development to remake San Pablo Avenue as a “world class boulevard.”

The return of fast, reliable and frequent transit service to the corridor is a major catalyst. In 2004, AC Transit instituted the new 72-R San Pablo Rapid Bus service, with express service every 12 minutes to stations every half-mile along the corridor. By mimicking the frequency, speed, convenience and reliability of light rail, the new express bus service

has boosted ridership by 66 percent. Increased ridership has, in turn, spurred greater interest in transit-oriented development along the corridor – each supporting the other in a virtuous cycle of neighborhood revitalization. Along the Oakland/Emeryville border, for example, mid-rise, mixed-use buildings such as the Andante Condominiums and Key Route Lofts are helping to reframe San Pablo Avenue and reconnect residents and businesses with transit.

Cities are also pitching in. El Cerrito and Richmond are entering into a joint effort to plan their shared section of San Pablo Avenue. Albany, Berkeley, Emeryville and Oakland already have dedicated plans or programs that focus on the avenue and attempt to bring more transit-supportive development to the corridor.



San Pablo Avenue

San Pablo Avenue – Rapid Bus Corridor

Transit

- **San Pablo Avenue Rapid Bus Corridor:** AC Transit; BART
- **Uptown Transit Center:** New transit hub under development near 19th St. BART will provide increased passenger amenities.

Development highlights:

- **Sylvester Rutledge Manor:** 65 affordable apartments for seniors (Oakland Community Housing, Inc., 2003)
- **Andante Condominiums:** 125 condos (25 affordable) in mixed-use building in Emeryville (SNK Development, 2006)
- **Key Route Lofts:** 22 live/work lofts and three commercial units at 40th Street and Adeline in Emeryville (Urban Bay)
- **Artisan Walk Condominiums:** 72 condos (six below market rate) in Oakland (The Olson Company, 2006)
- **Margaret Breland Homes:** 28 senior housing units in Berkeley (Resources for Community Development, 2006)
- **Creekside Apartments:** 16 affordable rental units in converted motel in Albany (Resources for Community Development, 2001)
- **Albany Commons:** 22 condos in mixed-use project at Solano Avenue (Alexander Development Co., 2005)
- **The Village at Town Center:** 158 units in mixed-use development on former lumberyard in El Cerrito (Legacy Homes, 2005)
- **Del Norte Place:** 135 apartments (21 percent for seniors) and retail near BART station (John Stewart Co., 1993)
- **Monte Vista Senior Apartments:** 82 rental units in San Pablo (Simpson Housing Solutions, 2003)

Amenities:

- **Ohlone Greenway** (Berkeley, Albany, El Cerrito)
- **International Marketplace** retail district (Berkeley)
- **Richmond Greenway** (under development)

Planning:

- San Pablo Avenue SMART Corridor Project (multi-agency)

Innovations:

- **First rapid bus corridor** and first bus-transit-oriented development site in the Bay Area

Future development:

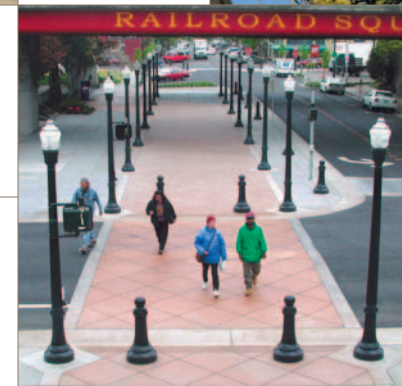
- **Uptown Oakland:** 1,300-unit mixed-use development in downtown Oakland (Forest City, 2006)
- **Creekside at El Cerrito Plaza:** 128 condos (Forest Plaza Partners/Bill Garlock & Assoc.)
- **Vitale Mixed-Use Project:** 31 condos in El Cerrito
- **Mayfair site:** 58 condos near El Cerrito del Norte BART (The Olson Company)





DOWNTOWN

Santa Rosa



New development and expanded downtown offerings are enhancing Santa Rosa's urban allure

Santa Rosa, the North Bay's largest city (pop. 157,145), is fast becoming a true urban center, with expanded transportation choices, pedestrian-friendly street-scapes and taller buildings to match. Most of the new urban development planned or built to date is near the city's existing and planned transit hubs.

The Transit Mall on 2nd Street brings local and regional accessibility to the heart of downtown Santa Rosa. This prime location has provided an incentive for urban-scale development throughout downtown, with new housing projects such as the Burbank Apartments bringing affordable housing to the city. Other

major downtown developments include the Comstock Mall Project, currently under review, at the east end of the Transit Mall and a mixed-use development project on the former White House department store site adjacent to the post office. At 14 and 12 stories respectively, these are the types of projects needed to bring a sufficient number of new residents and workers downtown to support additional transit service and local businesses, including restaurants and other retail services.

New residents will find an inviting scene downtown, where evening and weekend events are adding vitality to the streets. The Santa Rosa Downtown Market offers fresh local produce one night a week, and a monthly Art Walk showcases local artists. Nighttime

entertainment venues like the Roxy Stadium-14 movie theater and the 6th Street Playhouse are within walking distance of new condos and apartments and the Transit Mall.

Across U.S. 101, Santa Rosa's dormant rail yard is set to become one of the busiest stations on the proposed Sonoma Marin Area Rail Transit (SMART) line, which awaits voter-approved funding. The winning proposal for the vacant site west of the city's historic rail station includes plans for a Sonoma County Food & Wine Center, which city leaders hope will attract commuters and visitors alike.

Whether or not commuter trains return to Santa Rosa, the market for urban-scale development in the transit-accessible downtown is likely to remain strong.



Santa Rosa CityBus

Sonoma County Transit

GOLDEN GATE BRIDGE

mta

SMART

Santa Rosa – Downtown

Transit:

- **Santa Rosa Transit Mall:** Sonoma County Transit; Golden Gate Transit; Santa Rosa CityBus; Mendocino Transit
- **Railroad Square SMART Station:** Proposed commuter train service from Cloverdale to Larkspur via Santa Rosa

Development highlights:

- **Railroad Square Terrace:** 29 condos in mixed-use building near Railroad Square Station (Hugh Futrell)
- **The Burbank Apartments:** 26 affordable housing units on 7th Street (Hugh Futrell)

Amenities:

- New 4th Street pedestrian corridor
- Historic Railroad Square commercial district
- 6th Street Playhouse
- Roxy Stadium-14 movie theater
- Prince Memorial Greenway along Santa Rosa Creek
- Santa Rosa Downtown Market

Planning:

- *Santa Rosa General Plan* (as amended 2002)
- *Downtown Mid-Rise Policy* (2005)
- *Downtown Santa Rosa Market Study* (2005)

Innovations:

- Adaptive re-use of historic structures
- Green building features in the New Railroad Square project
- Public/private development partnership

Future development:

- **New Railroad Square project** includes a public plaza, 250 condos (15 percent affordable), 51,750-square foot food and wine center, 8,000 square feet of retail space and 29,400 square feet of community uses (Creative Housing Associates).
- **'White House' Mixed-Use Project:** 183 condos, 16,000 square feet of ground floor commercial space in 12-story building (Monahan Pacific Associates)
- **Traverso Site:** 10-story mixed-use project with 54 condos
- **The Moore Center Apartments:** 80 residential units above 9,000 square feet of ground-floor retail space (James Hornmer and Assoc.)
- **Comstock Mall Project:** 14-story building with 115 condos and 8,400 square feet of ground-floor retail (West Bay Developers)
- **Canners Project:** Adaptive re-use of cannery building with 65 condos and 15 live/work units (John Stewart Co.)



DOWNTOWN

Santa Rosa

Legend

- Future SMART Line and Station
- Bus Line
- Trail
- Project/Amenity



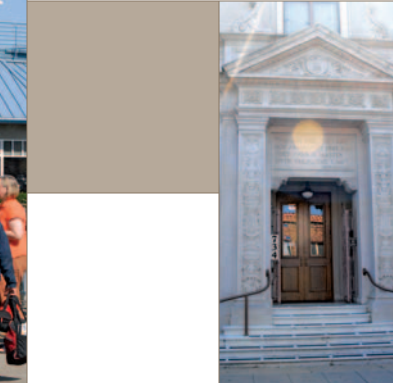


DOWNTOWN / WATERFRONT

Vallejo



A strong incentive for development in downtown Vallejo is the regional accessibility provided by the Vallejo Ferry Terminal.



Waterfront location and historic downtown spur Vallejo's development

While other Bay Area cities prospered during the 1990s, Vallejo's fortunes waned with the closure of the nearby Mare Island Naval Shipyard in 1996. As the city began a long redevelopment process in 1997, planners took stock of Vallejo's remaining assets, including its location by the Bay and its historic and pedestrian-oriented street grid. With small blocks, ample sidewalks, and mid-block alleys and paseos, downtown Vallejo is easy to traverse on foot or by bike.

Perhaps the strongest incentive for development in downtown Vallejo is the regional accessibility provided by the Vallejo Ferry Terminal and a future bus

transfer center that is being built nearby. Baylink ferries provide direct service to San Francisco, while express buses will link downtown Vallejo with other destinations in the North Bay and East Bay.

Vallejo was able to take advantage of these assets and harness its full development potential by making underutilized, city-owned parking lots available for development. Vallejo Station, developed by Callahan/DeSilva Vallejo LLC, is one of two major transit-oriented developments now in the works. Plans call for building 265 live/work units and 75,000 square feet of office space on parking lots located between the Ferry Terminal and the future bus transfer center. As excess parking spaces are converted to higher uses, the city

of Vallejo is also pursuing innovative new parking policies to help support TOD-style development.

More transit-oriented development is planned for sites scattered throughout downtown Vallejo. The city will sell several of its parking lots to Triad Communities, LLC, which intends to construct seven mixed-use buildings with retail and office space at street level, and up to 1,000 residential units on upper floors. The first project slated for construction will be a five- to seven-story mixed-use building on a lot across from the Empress Theatre – one of the key "catalyst projects" that planners hope will bring enough new residents and activity downtown to spark a wider revitalization.



Vallejo – Downtown/Waterfront

Transit:

- **Vallejo Ferry Terminal:** Baylink ferries and buses to San Francisco; Benicia Breeze
- **Future Bus Transfer Center:** Vallejo Transit; Benicia Breeze; Napa Valley VINE; Baylink buses

Future Development:

- **Vallejo Station:** 265 live/work units, a 200-room hotel and conference center and 75,000 square feet of office space proposed for site across Mare Island Way from the Vallejo Ferry Terminal (Callahan/DeSilva Vallejo LLC)
- **Triad “catalyst” development sites:** Seven mixed-use buildings are planned for construction on city-owned parking lots throughout downtown, providing 1,000 residential units, and 100,000 square feet of ground-floor retail space (Triad Communities, LLC.)

Amenities:

- **Georgia Street Extension** reconnects downtown Vallejo with the waterfront and Ferry Terminal
- **Unity Plaza**, situated at the west end of downtown, is a venue for civic functions such as the **weekly farmers’ market** and **Vallejo Wednesday Night** celebrations.
- The historic **Empress Theatre** is currently being renovated and will reopen in 2007 as a live performing arts theater.
- **Vallejo Waterfront Promenade**
- **Walkable street grid**, with wide alleys (16 feet wide)

Planning:

- *Vallejo Downtown/Waterfront Master Plan (2000)*
- *Downtown Vallejo Specific Plan (2005)*

Innovations:

- **Density bonus:** Vallejo allows developers to construct at least one additional floor if they use sustainable building practices.
- **Parking management:** Vallejo is developing new parking management strategies for downtown, including shared parking and coordinated pricing of on-street and off-street parking.



DOWNTOWN / WATERFRONT

Vallejo

Legend

- Ferry Terminal and Route
- Bus Line
- Trail
- Project/Amenity



Smart Growth Preamble and Policies

Adopted 2002

- Association of Bay Area Governments
- Bay Area Air Quality Management District
- Bay Conservation and Development Commission
- Metropolitan Transportation Commission

Preamble

Current land-use patterns in the San Francisco Bay Area are putting intense pressure on the economic, environmental and social well-being of the Bay Area and of surrounding regions. The projected addition of over one million new residents and one million new jobs in the coming decades will further challenge our ability to sustain the high quality of life we enjoy today.

To help meet this challenge, the five regional agencies of the Bay Region – the Association of Bay Area Governments, Bay Area Air Quality Management District, Bay Conservation and Development Commission, Metropolitan Transportation Commission and the Regional Water Quality Control Board – along with the economy, environment and social equity caucuses of the Bay Area Alliance for Sustainable Communities, developed a set of smart growth policies.

The policies reflect the values articulated by workshop participants of the Smart Growth Strategy/Regional Livability Footprint Project and address Bay Area conditions. The policies are consistent with widely accepted notions of smart growth. They are meant to encourage meaningful participation from local governments, stakeholders and residents.

The policies provide a framework for decision-making on development patterns, housing, transportation, environment, infrastructure, governmental fiscal health and social equity that can lead us toward development of vibrant neighborhoods, preservation of open space, clean air and water, and enhanced mobility choices, while enhancing the Bay Area’s relationship with surrounding regions.

Policies

Jobs/Housing Balance and Match

Improve the jobs/housing linkages through the development of housing in proximity to jobs, and both in proximity to public transportation. Increase the supply of affordable housing and support efforts to match job income and housing affordability levels.

Housing and Displacement

Improve existing housing and develop sufficient new housing to provide for the housing needs of the Bay Area community. Support efforts to improve housing affordability and limit the displacement of existing residents and businesses.

Social Justice and Equity

Improve conditions in disadvantaged neighborhoods, ensure environmental justice, and increase access to jobs, housing, and public services for all residents in the region.

Environmental, Natural Resource, Open Space and Agricultural Preservation

Protect and enhance open space, agricultural lands, other valued lands, watersheds and ecosystems throughout the region. Promote development patterns that protect and improve air quality. Protect and enhance the San Francisco Bay and Estuary.

Mobility, Livability and Transit Support

Enhance community livability by promoting infill, transit-oriented and walkable communities, and compact development as appropriate. Develop multi-family housing, mixed-use development, and alternative transportation to improve opportunities for all members of the community.

Local and Regional Transportation Efficiencies

Promote opportunities for transit use and alternative modes of transportation including improved rail, bus, high occupancy (HOV) systems and ferry services, as well as enhanced walking and biking. Increase connectivity between and strengthen alternative modes of transportation, including improved rail, bus, ride-share and ferry services, as well as walking and biking. Promote investments that adequately maintain the existing transportation system and improve the efficiency of transportation infrastructure.

Infrastructure Investments

Improve and maintain existing infrastructure and support future investments that promote smart growth, including water and land recycling, brownfield clean-up and re-use, multi-use and school facilities, smart building codes, retention of historic character and resources, and educational improvements.

Local Government Fiscal Health

Improve the fiscal health of local government by promoting stable and secure revenue sources, and by reducing service provision costs through smart growth, targeted infrastructure improvement, and state and regional sponsored fiscal incentives. Support cooperative efforts among local jurisdictions to address housing and commercial development, infrastructure costs and provision of services.

Cooperation on Smart Growth Policies

Encourage local governments, stakeholders and other constituents in the Bay Area to cooperate in supporting actions consistent with the adopted Smart Growth Policies. Forge cooperative relationships with governments and stakeholders in surrounding regions to support actions that will lead to inter-regional smart growth benefits.

MTC Resolution 3434: Transit-Oriented Development (TOD) Policy for Regional Transit Expansion Projects

Adopted 2005

1. Purpose

The San Francisco Bay Area – widely recognized for its beauty and innovation – is projected to grow by almost two million people and one and a half million jobs by 2030. This presents a daunting challenge to the sustainability and the quality of life in the region. Where and how we accommodate this future growth, in particular where people live and work, will help determine how effectively the transportation system can handle this growth.

The more people who live, work and study in close proximity to public transit stations and corridors, the more likely they are to use the transit systems, and more transit riders means fewer vehicles competing for valuable road space. The policy also provides support for a growing market demand for more vibrant, walkable and transit-convenient lifestyles by stimulating the construction of at least 42,000 new housing units along the region's major new transit corridors and will help to contribute to a forecasted 59 percent increase in transit ridership by the year 2030.

This TOD policy addresses multiple goals: improving the cost-effectiveness of regional investments in new transit expansions, easing the Bay Area’s chronic housing shortage, creating vibrant new communities, and helping preserve regional open space. The policy ensures that transportation agencies, local jurisdictions, members of the public and the private sector work together to create development patterns that are more supportive of transit.

Table 1: Resolution 3434 Transit Extension Projects Subject to Corridor Thresholds			
Project	Sponsor	Type	Threshold is met with current development?
BART East Contra Costa Rail Extension	BART/CCTA	Commuter Rail	No
BART – Downtown Fremont to San Jose/Santa Clara (a) Fremont to Warm Springs (b) Warm Springs to San Jose/Santa Clara	(a) BART (b) VTA	BART extension	No
AC Transit Berkeley/Oakland/ San Leandro Bus Rapid Transit: Phase 1	AC Transit	Bus Rapid Transit	Yes
Caltrain Downtown Extension/ Rebuilt Transbay Terminal	TJPA	Commuter Rail	Yes
MUNI Third Street Light Rail Transit Project Phase 2 – New Central Subway	MUNI	Light Rail	Yes
Sonoma-Marin Rail	SMART	Commuter Rail	No
Dumbarton Rail	ACCMA, ACTIA, SMTA, VTA, Capitol Corridor	Commuter Rail	No
Expanded Ferry Service Phase 1: Alameda/Oakland/Harbor Bay, Berkeley, and South San Francisco to San Francisco*	WTA	Ferry	No
Expanded Ferry Service Phase 2: Alameda to South San Francisco, and Antioch, Hercules, Redwood City, Richmond and Treasure Island to San Francisco*	WTA	Ferry	No
* The WTA Ferry Expansion “Corridor” for the purposes of the TOD policy consists of all new terminals planned in Phase 1 and Phase 2.			

There are three key elements of the regional TOD policy:

- (1) Corridor-level thresholds to quantify appropriate minimum levels of development around transit stations along new corridors;
- (2) Local station area plans that address future land-use changes, station access needs, circulation improvements, pedestrian-friendly design, and other key features in a transit-oriented development; and

- (3) Corridor working groups that bring together congestion management agencies (CMAs), city and county planning staff, transit agencies, and other key stakeholders to define expectations, timelines, roles and responsibilities for key stages of the transit project development process.

2. TOD Policy Application

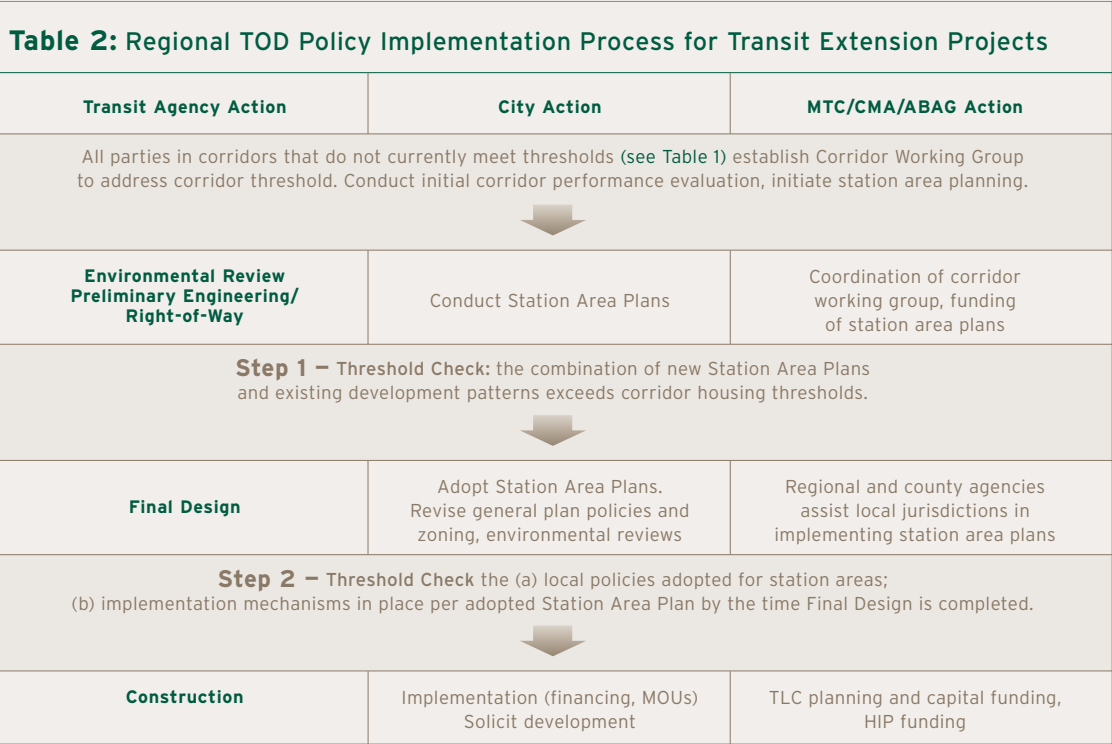
The TOD policy only applies to physical transit extensions funded in Resolution 3434 (see Table 1). The policy applies to any physical transit extension project with regional discretionary funds, regardless of level of funding. Resolution 3434 investments that only entail level of service improvements or other enhancements without physically extending the system are not subject to the TOD policy requirements. Single station extensions to international airports are not subject to the TOD policy due to the infeasibility of housing development.

3. Definitions and Conditions of Funding

For purposes of this policy “regional discretionary funding” consists of the following sources identified in the Resolution 3434 funding plan:

- FTA Section 5309 – New Starts
- FTA Section 5309 – Bus and Bus Facilities Discretionary
- FTA Section 5309 – Rail Modernization
- Regional Measure 1 – Rail (bridge tolls)
- Regional Measure 2 (bridge tolls)
- Interregional Transportation Improvement Program
- Interregional Transportation Improvement Program-Intercity rail
- Federal Ferryboat Discretionary
- AB 1171 (bridge tolls)
- CARB-Carl Moyer/AB 434 (Bay Area Air Quality Management District)*

*The Carl Moyer funds and AB 434 funds are controlled directly by the California Air Resources Board and Bay Area Air Quality Management District. Resolution 3434 identifies these funds for the Caltrain electrification project, which is not subject to the TOD policy.



These regional funds may be programmed and allocated for environmental and design related work, in preparation for addressing the requirements of the TOD policy. Regional funds may be programmed and allocated for right-of-way acquisition in advance of meeting all requirements in the policy, if land preservation for TOD or project delivery purposes is essential. No regional funds will be programmed and allocated for construction until the requirements of this policy have been satisfied. See Table 2 for a more detailed overview of the planning process.

4. Corridor-Level Thresholds

Each transit extension project funded in Resolution 3434 must plan for a minimum number of housing units along the corridor. These corridor-level thresholds vary by mode of transit, with more capital-intensive modes requiring higher numbers of housing units (see Table 3). The corridor thresholds have been developed based on potential for increased transit ridership, exemplary existing station sites in the Bay Area, local general plan data, predicted market demand for TOD-oriented housing in each

Table 3: Corridor Thresholds Housing Units – Average per Station Area					
Project Type	BART	Light Rail	Bus Rapid Transit	Commuter Rail	Ferry
Housing Threshold	3,850	3,300	2,750	2,200	750
Each corridor is evaluated for the Housing Threshold. For example, a four station commuter rail extension (including the existing end-of-the-line station) would be required to meet a corridor-level threshold of 8,800 housing units.					
Threshold figures above are an average per station area based on both existing land uses and planned development within a half-mile of all stations. New below market rate housing is provided a 50% bonus towards meeting housing unit threshold.					

county, and an independent analysis of feasible development potential in each transit corridor.

- Meeting the corridor-level thresholds requires that within a half-mile of all stations, a combination of existing land uses and planned land uses meets or exceeds the overall corridor threshold for housing (see Table 3).
- Physical transit extension projects that do not currently meet the corridor thresholds with development that is already built will receive the highest priority for the award of MTC’s Station Area Planning Grants.
- To be counted toward the threshold, planned land uses must be adopted through general plans, and the appropriate implementation processes must be put in place, such as zoning codes. General plan language alone without supportive implementation policies, such as zoning, is not sufficient for the purposes of this policy. Ideally, planned land uses will be formally adopted through a specific plan (or equivalent), zoning codes and general plan amendments along with an accompanying programmatic Environmental Impact Report (EIR) as part of the overall station area planning process.

Minimum densities will be used in the calculations to assess achievement of the thresholds.

- An existing end station is included as part of the transit corridor for the purposes of calculating the corridor thresholds; optional stations will not be included in calculating the corridor thresholds.
- New below-market housing units will receive a 50 percent bonus toward meeting the corridor threshold (i.e., one planned below-market housing unit counts for 1.5 housing units for the purposes of meeting the corridor threshold). Below market for the purposes of the Resolution 3434 TOD policy is affordable to 60 percent of area median income for rental units and 100 percent of area median income for owner-occupied units.
- The local jurisdictions in each corridor will determine job and housing placement, type, density and design.
- The Corridor Working Groups are encouraged to plan for a level of housing that will significantly exceed the housing unit thresholds stated here during the planning process. This will ensure that the Housing Unit Threshold is exceeded corridor-wide and that the ridership potential from TOD is maximized.

5. Station Area Plans

Each proposed physical transit extension project seeking funding through Resolution 3434 must demonstrate that the thresholds for the corridor are met through existing development and adopted station area plans that commit local jurisdictions to a level of housing that meets the threshold. This requirement may be met by existing station area plans accompanied by appropriate zoning and implementation mechanisms. If new station area plans are needed to meet the corridor threshold, MTC will assist in funding the plans. The Station Area Plans shall be conducted by local governments in coordination with transit agencies, Association of Bay Area Governments (ABAG), MTC and the congestion management agencies.

Station Area Plans are opportunities to define vibrant mixed-use, accessible transit villages and quality transit-oriented development – places where people will want to live, work, shop and spend time. These plans should incorporate mixed-use developments, including new housing, neighborhood-serving retail, employment, schools, day care centers, parks and other amenities to serve the local community.

At a minimum, Station Area Plans will define both the land-use plan for the area as well as the policies – zoning, design standards, parking policies, etc. – for implementation. The plans shall at a minimum include the following elements:

- Current and proposed land use by type of use and density within the half-mile radius, with a clear identification of the number of existing and planned housing units and jobs;

- Station access and circulation plans for motorized, non-motorized and transit access. The station area plan should clearly identify any barriers for pedestrian, bicycle and wheelchair access to the station from surrounding neighborhoods (e.g., freeways, railroad tracks, arterials with inadequate pedestrian crossings), and should propose strategies that will remove these barriers and maximize the number of residents and employees that can access the station by these means. The station area and transit village public spaces shall be made accessible to persons with disabilities.
 - Estimates of transit riders walking from the half-mile station area to the transit station to use transit;
 - Transit village design policies and standards, including mixed-use developments and pedestrian-scaled block size, to promote the livability and walkability of the station area;
 - TOD-oriented parking demand and parking requirements for station area land uses, including consideration of pricing and provisions for shared parking;
 - Implementation plan for the station area plan, including local policies required for development per the plan, market demand for the proposed development, potential phasing of development and demand analysis for proposed development.
- The Station Area Plans shall be conducted using existing TOD design guidelines that have already been developed by ABAG, local jurisdictions, transit agencies, the CMAs and others. MTC will work with ABAG to provide more specific guidance on the issues listed above that must be addressed in the station area plans and references and information to

support this effort. MTC is conducting an analysis of parking policies that will be made available when complete, and shall be considered in developing local parking policies for TODs.

6. Corridor Working Groups

The goal of the Corridor Working Groups is to create a more coordinated approach to planning for transit-oriented development along Resolution 3434 transit corridors. Each of the transit extensions subject to the corridor threshold process, as identified in Table 1, will need a Corridor Working Group, unless the current level of development already meets the corridor threshold. Many of the corridors already have a transit project working group that may be adjusted to take on this role. The Corridor Working Group shall be coordinated by the relevant CMAs, and will include the sponsoring transit agency, the local jurisdictions in the corridor, and representatives from ABAG, MTC and other parties as appropriate.

The Corridor Working Group will assess whether the planned level of development satisfies the corridor threshold as defined for the mode, and assist in addressing any deficit in meeting the threshold by working to identify opportunities and strategies at the local level. This will include the key task of distributing the required housing units to each of the affected station sites within the defined corridor. The Corridor Working Group will continue with corridor evaluation, station area planning, and any necessary refinements to station locations until the corridor threshold is met and supporting Station Area Plans are adopted by the local jurisdictions.

MTC will confirm that each corridor meets the housing threshold prior to the release of regional discretionary funds for construction of the transit project.

7. Review of the TOD Policy

MTC staff will conduct a review of the TOD policy and its application to each of the affected Resolution 3434 corridors, and present findings to the Commission, within 12 months of the adoption of the TOD policy.

For More Information

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Vallejo – Downtown/Waterfront

Page 32: Peter Beeler

Page 33: (Top row) Peter Beeler (all) (Bottom row) Peter Beeler (all)

Resources

More information on transit-oriented development, smart growth, and related topics and policies is available on our agency Web sites.

Association of Bay Area Governments (ABAG)

For more on the “Focusing Our Vision” regional smart-growth initiative and other ABAG efforts, see: www.bayareavision.org and www.abag.ca.gov.

Bay Area Air Quality Management District (BAAQMD)

To learn about the air-quality programs of the BAAQMD, see: www.baaqmd.gov.

Bay Conservation and Development Commission (BCDC)

To learn more about BCDC’s work on development affecting the Bay, see: www.bcdc.ca.gov.

Metropolitan Transportation Commission (MTC)

For additional information on MTC’s Transit-Oriented Development Policy and other smart-growth programs and smart-growth issues generally see: www.mtc.ca.gov/planning/smart_growth.

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